PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT

87-89 IRIS STREET, BEACON HILL

Traffic and Parking Assessment Report

28th February 2020

Ref: 20007

Prepared by

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1. INTRODUCTION

This report has been prepared to accompany a development application (DA) to Northern Beaches Council for a proposed SEPP Seniors Living development on a consolidated site at 87-89 Iris Street, Beacon Hill (Figures 1 and 2).

The proposed development site has a total area of 2180.8m^2 with a frontage of 33.48m to Iris Street. The existing site development comprises 2 dwellings that gain vehicular access to Iris Street via single width access driveways.

The development proposal involves the demolition of the existing site development and construction of a SEPP Seniors Living development containing 10 dwelling comprising 5 x 2 bedroom dwellings and 5 x 3 bedroom self contained dwellings.

The proposal is served by a single level basement carpark containing a total of 13 spaces with each space having access to an adjoining shared zone in compliance with the requirements of the Australian Standard AS/NZS2890.6:2009. The provision of shared zones exceeds the 3.8m width requirement of the SEPP.

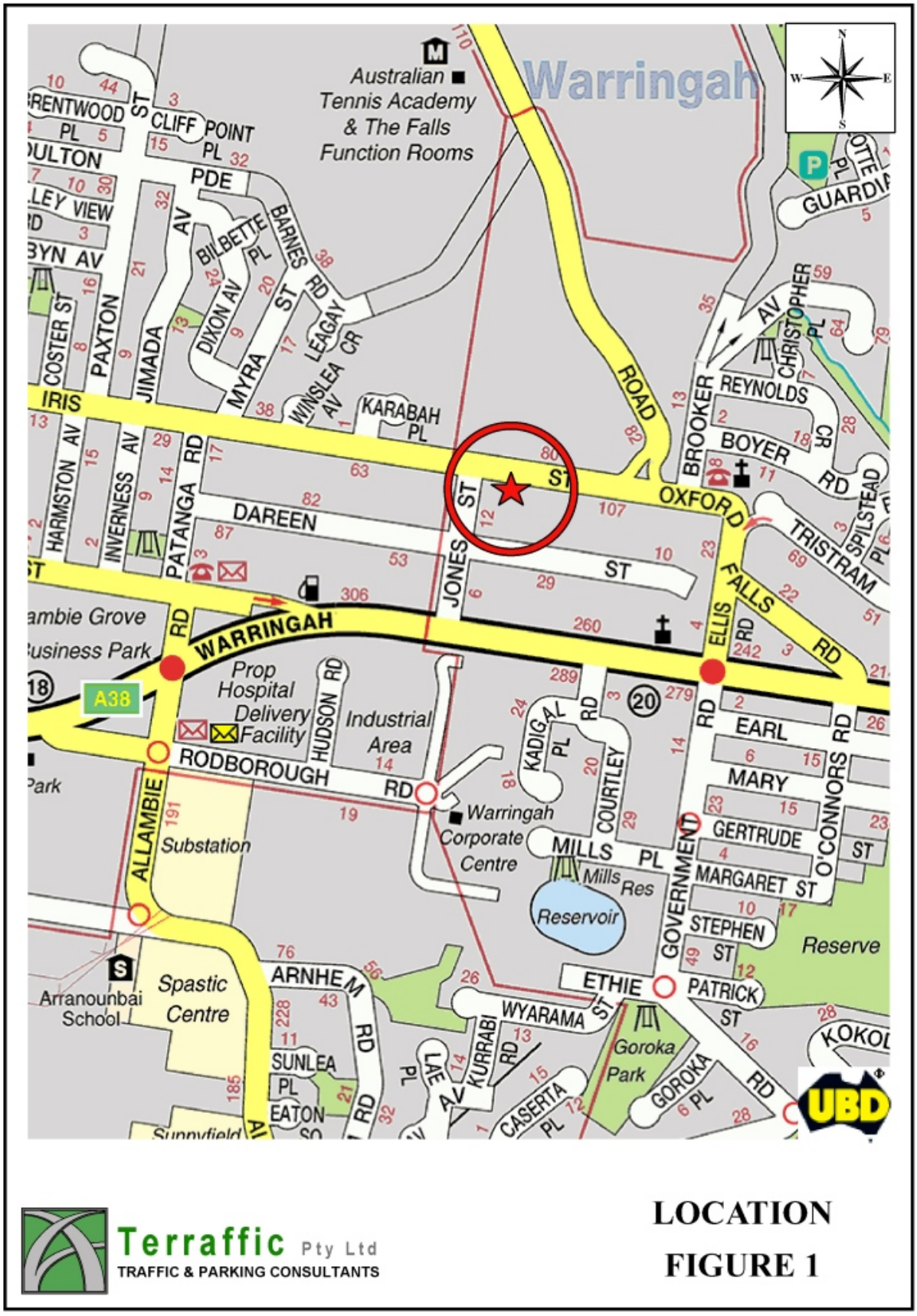
Vehicular access to the proposed development is off Iris Street via a two-way 5.6m wide combined entry/exit driveway located 8.0m from the eastern site boundary. The access narrows to a 4.1m wide single lane approximately 9.0m into the site.

The subject site has very convenient access to the following bus service that operates through Beacon Hill:

Route 136 Chatswood to Manly via Frenchs Forest, Beacon Hill, Narraweena, Dee Why and Freshwater (operates daily)

Bus stops for the service are located in front of the subject site.

The purpose of this report is to assess the traffic and parking implications of the proposed development.



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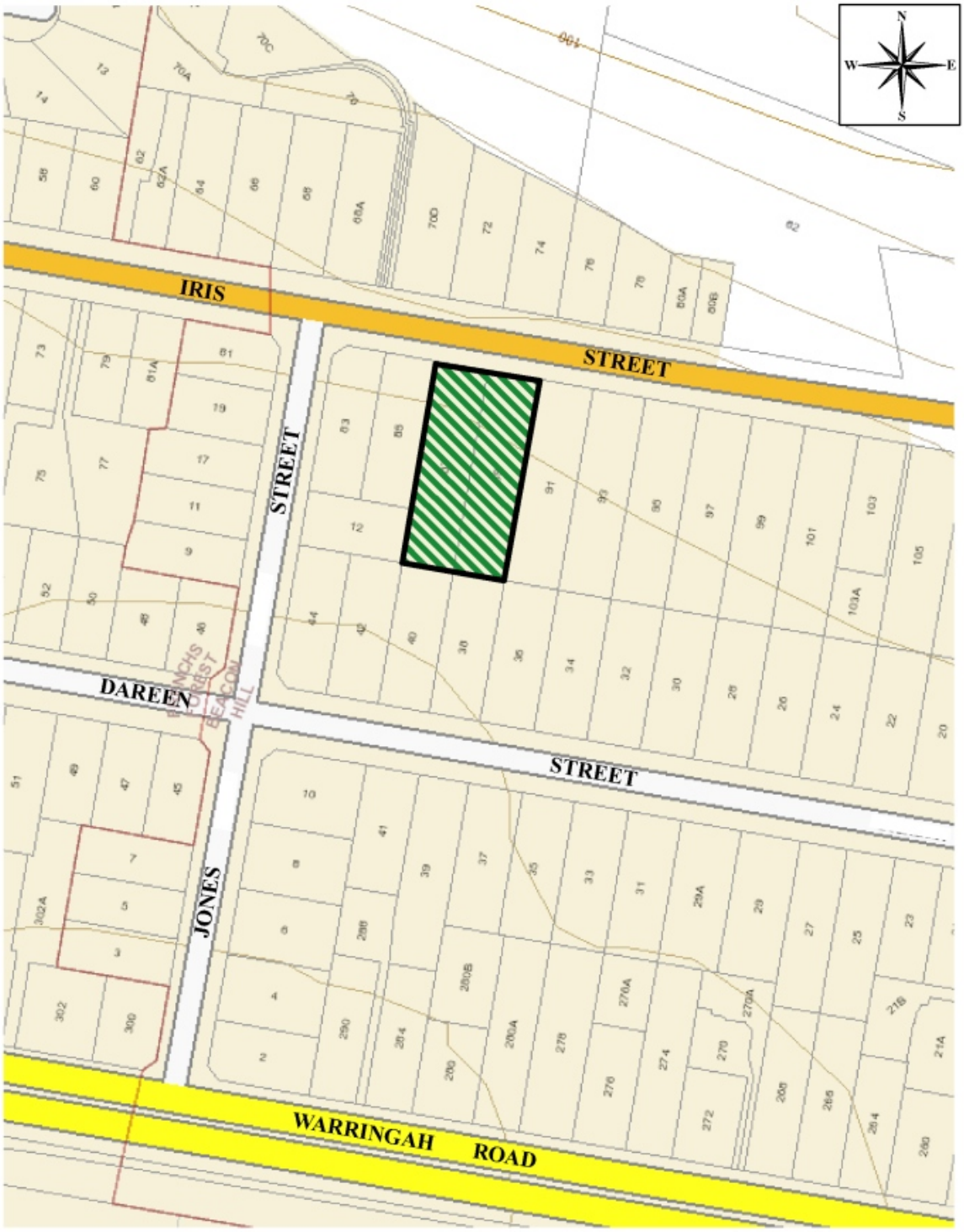
LOCATION

FIGURE 1



Basemap courtesy of SIX Maps

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SITE

FIGURE 2

2. PARKING ASSESSMENT

Parking Provision

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 specifies the following car parking requirement for Self Contained Dwellings:

> **50 Standards that cannot be used to refuse development consent for self-contained dwellings**
>
> A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:
>
> (h) **parking:** if at least the following is provided:
>
> (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
>
> (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

Application of those requirements to the proposed self funded development yields a total parking requirement of 13 spaces calculated as follows:

5 x 2 bedroom units (10 bedrooms) @ 0.5 spaces per bedroom	5.0 car spaces
5 x 3 bedroom units (15 bedrooms) @ 0.5 spaces per bedroom	7.5 car spaces
Total Requirement	**12.5 car spaces**

The proposed development satisfies the SEPP with the provision of 13 spaces in the basement carpark.

Parking Space Compliance

Schedule 3 of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 also specifies the following requirements/dimensions for resident parking spaces associated with self contained dwellings:

5 Private car accommodation (Self Contained Dwellings)

If car parking (not being car parking for employees) is provided:

(a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890, and

(b) 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and

(c) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.

While the SEPP only requires 5% of spaces to have a width of 3.8m, the proposal will exceed this requirement where each car space has a standard width of 2.4m with an adjoining 2.4m wide shared zone in compliance with AS2890.6:2009. In addition, each car space and shared zone will be provided with a headroom clearance of 2.5m.

The carpark and access driveway has also been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1-2004 – *"Off-Street Car Parking"*:

- Parking spaces adjacent to a wall have an additional 300mm width
- The gradient of the access driveway does not exceed 5% (1 in 20)
- The two-way section of the access driveway has a minimum width of 5.5m
- The one-way section of the access ramp has a minimum width of 3.6m
- A minimum headroom clearance of 2.2m has been provided
- Pavement cross-falls do not exceed 2.5% (1 in 40)
- A minimum aisle width of 5.8m has been provided
- 1.0m wide dead-end aisle extensions have been provided

In the circumstances, it can be concluded that the proposed development has no unacceptable parking implications.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services (RMS) is illustrated on Figure 3 and comprises the following:

State Roads	**Regional Roads**
Warringah Road	Allambie Road (south of Warringah Road)

Iris Street is an unclassified Local Road performing a collector road function. It links Oxford Falls Road to the east with Romford Road to the west. It has a pavement width of approximately 10m with unrestricted parking generally permitted along both sides of the road.

Projected Traffic Generation Potential

An indication of the traffic generation potential of the existing and proposed development is provided by reference to the Roads and Maritime Services Technical Direction TDT2013/04a: "*Guide to Traffic Generating Developments"*. The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the existing and proposed development:

Dwelling House	0.99 weekday peak hour vehicle trips per dwelling
Housing for Aged or Disabled	0.40 weekday peak hour vehicle trips per dwelling

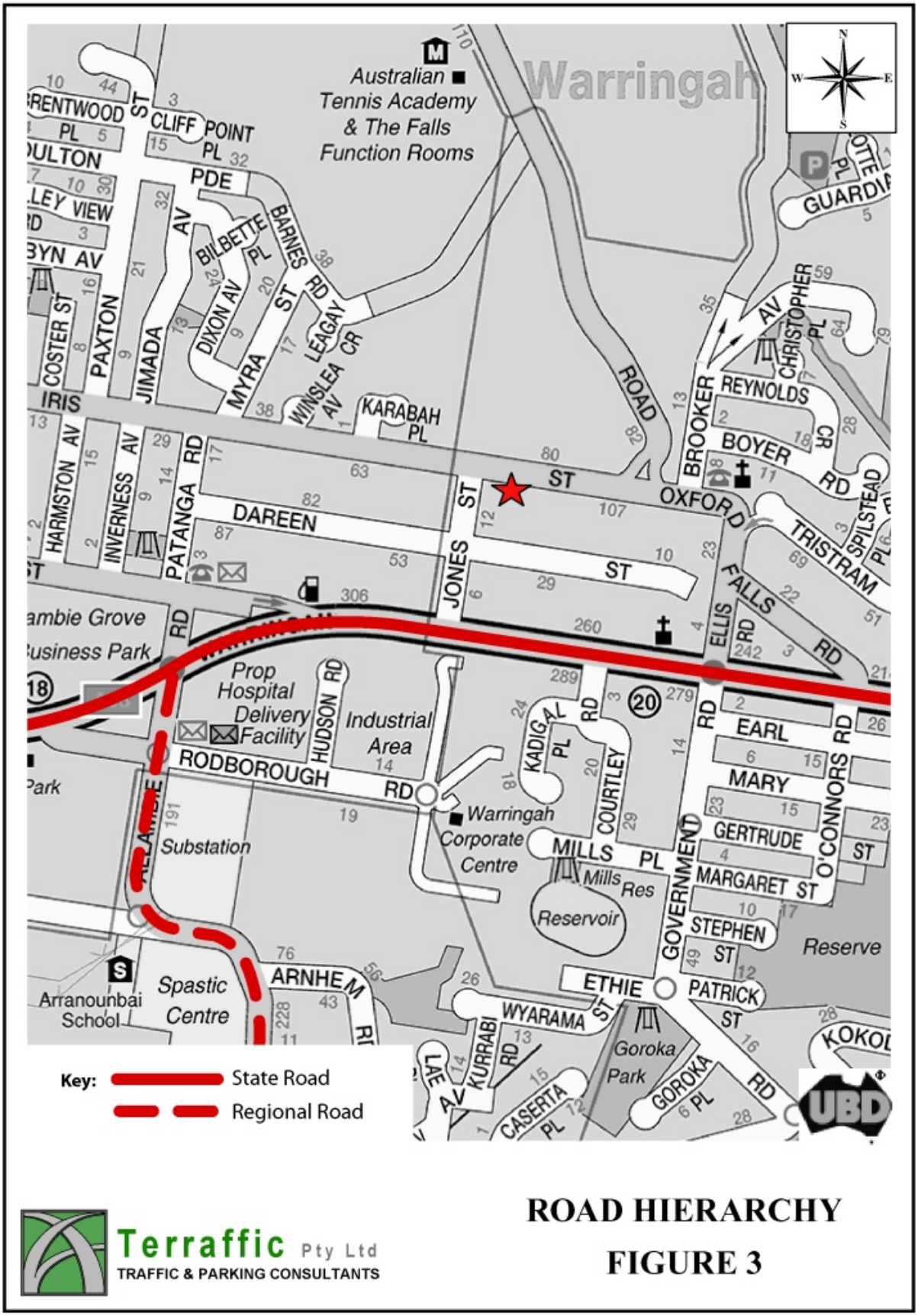
Application of the RMS's traffic generation rates to the **proposed development** yields a traffic generation potential in the order of 4vtph during the weekday peak periods calculated as follows:

10 dwellings @ 0.4vtph per dwelling	4vtph (AM: 1 in / 3 out; PM: 3 in/1 out)

The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwellings on the site. Based on the RMS's traffic generation rate of 0.99 vehicle trips per dwelling, the **existing site development** would generate in the order of 2vtph during the peak periods. To that end, the proposed development will only generate 2 additional vehicle trips during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (2vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.


Australian Tennis Academy & The Falls Function Rooms
Warringah
Warringah Corporate Centre
Mills Res Reservoir
Reserve
Goroka Park
Prop Hospital Delivery Facility
Industrial Area
Substation
Spastic Centre
Arranounbai School
Key:
State Road
Regional Road
ROAD HIERARCHY
FIGURE 3
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